No. 16

REPORT

OF THE

DIRECTORS

OF THE

Michigan Central Railroad Co.,

TO THE

STOCKHOLDERS:

TOGETHER WITH THE

REPORTS OF THE TREASURER, SUPERINTENDENT, AUDITOR, AND TRUSTEES OF SINKING FUNDS.

JUNE, 1862.

BOSTON:
WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.
1862.

DIRECTORS.

CHOSEN AT THE ANNUAL MEETING, JUNE 23, 1862.

JOHN W. BROOKS, *Boston.*
NATHANIEL THAYER, *Boston.*
R. B. FORBES, *Boston.*
H. H. HUNNEWELL, *Boston.*
ELON FARNSWORTH, *Detroit.*
ERASTUS CORNING, *Albany.*
D. D. WILLIAMSON, *New York.*
GEORGE F. TALMAN, *New York.*
J. M. FORBES, *Boston.*

PRESIDENT.

JOHN W. BROOKS.

VICE-PRESIDENT.

H. H. HUNNEWELL.

TREASURER.

ISAAC LIVERMORE.

SUPERINTENDENT.

R. N. RICE.

AUDITOR.

WILLIAM BOOTT.

CLERK.

WILLIAM B. FOWLE, JR.

DIRECTORS' REPORT.

To the Stockholders of the Michigan Central R. R. Company:—

The Report of Mr. Livermore, Treasurer, showing the financial standing of the Company, together with that of Mr. Rice, Superintendent, giving the details of the working of the road for the year; of the Trustees of the Sinking Funds, showing the condition of the funds; and the Report of Mr. Boott, Auditor of the Company, are herewith submitted.

The bonded debt of the Company, June 1, 1861, was		$7,968,488 89
Less Sinking Funds,—1st, .	$216,020 15	
" " " 2d, .	45,246 44	
		261,266 59
Net bonded debt, ...		$7,707,222 30
Add floating debt, ...		125,000 00
Capital stock, ...		6,057,784 00
		$13,890,006 30

The considerable improvements which have been made in the property have been charged into the working expenses, and nothing added to construction account.

The bonded debt now is . .		$7,999,488 89	
Less Sinking Funds,—			
1st, . . .	$297,423 48		
2d, . . .	75,271 57		
		372,695 05	
Net bonded debt, . .		$7,626,793 84	
Capital stock, . . .		6,057,710 00	
			13,684,503 84
Reduction during the year, ...			$205,502 46

The gross receipts for the year, as shown by the Treasurer's Report, have been, . . .		$2,368,588 57
Operating expenses, . .	$1,066,315 13	
State and other taxes, . .	82,837 81	
		1,149,152 94
Net receipts for the year, ...		$1,219,435 63
Amount paid for interest and exchange, ...	$679,463 09	
Amount paid to sinking funds,	84,500 00	
		763,963 09
		$455,472 54
Add balance of Income Account from last year,		38,434 24
		$493,906 78
Deduct 3 per ct. dividend of Feb. 5, 1862, .		181,713 00
Balance to the credit of Income Account, .		$312,193 78

The earnings of the last two years and the monthly gain or loss are shown in the following—

MONTHLY STATEMENT,

Comparing the Earnings of the Years ending May 31, 1861, *and* 1862.

MONTHS.	Year ending May 31, **1861.**	Year ending May 31, **1862.**	Decrease.	Increase.
June, . . .	$123,085 39	$133,619 72	–	$10,534 33
July, . . .	128,393 28	123,377 30	$5,015 98	–
August, . .	193,539 74	144,982 52	48,557 22	–
September, . .	251,423 00	236,845 97	14,577 03	–
October, . .	300,474 46	307,332 80	–	6,858 34
November, . .	196,182 27	242,089 13	–	45,906 86
December, . .	129,022 26	200,133 76	–	71,111 50
January, . .	142,333 70	230,159 03	–	87,825 33
February, . .	119,763 97	159,658 59	–	39,894 62
March, . . .	151,670 54	151,901 62	–	231 08
April, . . .	172,613 62	175,695 80	–	3,082 18
May, . . .	149,550 38	186,039 13	–	36,488 75
Gov'nm't earn'gs,*	–	69,406 05	–	–
Totals, . .	$2,058,052 61	$2,361,241 42	Net incr'e	$303,188 81

* Not heretofore reported.

The receipts in the Treasurer's account are a little above the earnings, showing a less amount to have been outstanding at the close of the year.

The earnings from Passengers, from Freight, and from Miscellaneous sources for the last two years, compare as follows:

	Year ending May 31, 1861.	Year ending May 31, 1862.	Loss.	Gain.	Per cent. of Gain or Loss.
Passengers, . .	$775,228 53	$724,915 48	$50,313 05	-	—6 5-10
Freight, . .	1,218,186 29	1,559,060 98	-	$340,874 69	+28
Miscellaneous, .	64,637 79	77,264 96	-	12,627 17	+19 5-10
Totals, . .	$2,058,052 61	$2,361,241 42	bal. of inc.	$303,188 81	+14 7-10
Expenses less Tax,	1,049,135 49	1,066,315 13	-	17,179 64	-
Net Earnings, .	$1,008,917 12	$1,294,926 29	-	-	-

The Passenger earnings, which had decreased every year since 1857, have again fallen below the previous year, while the Freight earnings have increased 28 per cent.

The injury caused to our business by the state of the country has been but in very small degree made up by the patronage of the Government. The position of our line, as Mr. Rice has well said in his report, has confined this patronage to a very moderate amount, of a local character. The increase in our earnings not being due to the public exigency of the times, is of more value in respect to its promise for the future.

The Passenger, Freight, and Miscellaneous earnings and per cent. of earnings used in operating expenses, since 1857, are shown in the following

TABULAR STATEMENT.

Years ending May 31.	Passenger Earnings.	Freight Earnings.	Miscellaneous Earnings.	Per ct. of earnings used in operating expenses, exclusive of tax.
1857, . .	$1,610,415 75	$1,413,492 47	$80,694 47	$64\frac{6}{10}$
1858, . .	1,321,039 56	1,033,748 32	73,969 64	$59\frac{6}{10}$
1859, . .	938,609 39	831,435 46	68,084 82	$53\frac{4}{10}$
1860, . .	803,507 97	962,621 70	66,815 19	$53\frac{7}{10}$
1861, . .	775,228 53	1,218,186 29	64,637 79	51
1862, . .	724,915 48	1,559,060 98	77,264 96	$45\frac{1}{10}$

We do not consider the fact that the gross earnings have been increased $303,188.81, with an increased expenditure of only $17,179.64, as evidence of greater economy, except in view of the fact that the average rates received for the work performed have not been higher than those of the previous year. Nor do we assume that the line is worked economically, because the working expenses are less than half the gross earnings.

We are aware that the short-hand judgment ordinarily adopted, would decide a road to be well managed, which used forty-eight per cent. of its gross earnings in operating expenses, and another to be ill managed if it used sixty per cent., and this even though the former received four cents and the latter but two cents a mile for its traffic, which would bring the expenses of the approved road sixty per cent. higher than the other.

The average rate received during the year was, for Freight per ton per mile, $1\frac{91}{100}$ cents; per Passenger per mile, $2\frac{51}{100}$ cents. The statistics connected with the working expenses are not so fully made up as to furnish an exact division between the Freight and Passenger departments; but assuming it to be relatively as last year, the cost per Passenger per mile has been $1\frac{163}{1000}$ cents, and that of Freight per ton per mile, $\frac{893}{1000}$ of a cent.

In forming a judgment upon what the cost of operating ought to be, certain characteristics of the traffic which materially affect it should be carefully considered.

When the physical character of roads is nearly similar, the application of the following considerations is quite apparent.

All other things being equal, the road which has the largest traffic per mile can be worked at the cheapest rate, because its fixed expenses, arising from the decay of perishable materials and the like, are spread over a larger amount of work to be performed.

All other things being equal, the road having the largest Passenger business in proportion to the passenger trains it is obliged to run, can carry passengers the cheapest, the additional number adding comparatively little to the cost of the train. When the freight amounts to more than one train per day, the size of these trains should be more uniform than is practicable in the passenger traffic, for nothing can be gained by multiplying their number beyond the requirements of the tonnage.

Other things being equal, the road whose business in both directions is most equal, can work at the cheapest rate. The cost of carrying freight in cars which would otherwise return empty, is comparatively very small.

Other things being equal, the road whose average haul of freight is the longest, can carry it at the cheapest rate, as the receiving and delivering expenses will add less to the mileage cost.

Other things being equal, the road whose business throughout the year is the most uniform, can do it at the cheapest rate.

The larger characteristics of our business will be found in the following

General comparison of the business of the last with the previous year:—

	Years ending May 31.	
	1861.	**1862.**
Passenger earnings,	$775,228 53	$724,915 48
Freight "	1,218,186 29	1,559,060 98
Miscellaneous "	64,637 79	77,264 96
Total "	2,058,052 61	2,361,241 42
Operating expenses, including taxes,	1,137,724 35	1,149,152 94
Net earnings,	920,328 26	1,212,088 48
Ratio of expenses, less taxes, to earnings,	51.	45 1/10.
Earnings of freight trains per miles run,	$2 23	$2 31
Tons of freight moved,	378,570	463,112
Average No. of tons carried per train per mile,	113.83	121.15
Average distance freight is carried, (miles,)	164.14	161.
Freight earnings per ton per mile,	1.96 cts.	1.91 cts.
Earnings of passenger trains per miles run,	$1 48	$1 42
Number of passengers carried,	327,775	308,828 1/2
Average No. of passengers per train per mile,	59.07	56.94
Average No. of miles travelled by each passenger,	94.09	93.59
Passenger earnings per passenger per mile,	2.51 cts.	2.51 cts.
Passengers carried one mile,	30,843,245	28,905,678 1/2
Passengers carried one mile per mile of road,	1.154	1.087 3/7
Tons carried one mile eastward,	43,546,752	64,863,488
Tons carried one mile westward,	18,591,900	16,869,986
Total tons carried one mile,	62,138,652	81,733,474
Tons carried one mile per mile of road,	1.333	1.630 2/3
Proportion of whole tonnage eastward, per ct.,	70.	79.36
Proportion of whole tonnage westward, per ct.,	30.	20.64

It will be noted in the above statement that the proportion of tonnage in each direction is more unequal than that of the

previous year; the per cent. moving westward having fallen from 30 to less than 21, increasing quite largely the haulage of empty cars; but even with this disadvantage the average load has been raised from $113\frac{83}{100}$ to $121\frac{15}{100}$ tons, showing the machinery to have been in efficient condition and the trains judiciously managed.

Our experience of the past year has strengthened our conviction that the more intelligent railroad managers become in respect to the details of their working expenses, and the less they act on general impressions, the more sure is their progress toward economical results; and when the same thorough and systematic attention to details is given to the management of this property throughout the country, which applied to manufactures has reduced the cost of making a yard of cloth from thirty to three cents, it will add much to the substantial value of this kind of investment.

The considerable improvement in the economy of working has not been made at the expense of the permanent property or rolling stock of the Company, but rather by a careful attention to details, the ascertainment of the cost, in detail, of working many well managed lines, and endeavoring to bring each part of our expenditures as low as the lowest, and thus combining the good points of all as a model from which to improve, as much as our circumstances will allow.

Among the considerable items of expenditure in keeping up and improving the property, may be named—

35 miles of new rails.
3,571 feet new side track.
Enlargement of engine-house at Michigan City.
Four new small passenger-houses.
106 new large covered freight cars.
10 new large platform freight cars.

Beside a considerable amount of new work in smaller items.

In conclusion, the whole property has never been in better or more efficient condition for work than at the date of this Report, nor the organization better prepared to do a large business at an economical rate.

By order of the Board.

J. W. BROOKS, *President.*

BOSTON, June 16, 1862.

TREASURER'S REPORT.

To the President and Directors of the Michigan Central Railroad Company:—

GENTLEMEN,—I submit, herewith, the accounts of the Company for the year ending on 31st May last, from which it appears that after paying to the stockholders, during the year, a dividend of three per cent., making the annual payment of $84,500 to the Sinking Funds, together with the necessary disbursements for operating, taxes and interest, there stands to the credit of Income Account a balance amounting to $312,193.78. This balance has increased to this amount from $38,434.24, the sum to the credit of this account at the same period of last year, thus showing a net improvement of $273,759.54.

A comparison of the business of the year which has just closed, with that of the previous year, results as follows:—

From June 1, 1860, to June 1, 1861—		
The gross receipts were		$2,048,493 91
operating expenditures, including tax, . . .	$1,137,724 35	
interest and exchange, .	684,327 94	
sinking fund payments, .	84,500 00	
Total expenditures, ...		1,906,552 29
Net gain, ...		$141,941 62
From June 1, 1861, to June 1, 1862—		
The gross receipts were		$2,368,588 57
operating expenditures, including tax, . . .	$1,149,152 94	
interest and exchange, .	679,463 09	
sinking fund payments, .	84,500 00	
Total expenditures, ...		1,913,116 03
Net gain, ...		$455,472 54

Thus showing an improved profit over the previous year of $313,530.92.

The Floating Debt which a year since was $125,000, has been liquidated; the Company is now entirely free from unfunded debt. There has been paid during the year $250,000 of unconvertible, plain Bonds which matured on the 15th day of May last, and the same amount of Sinking Fund Bonds has been sold at prices ranging very nearly to par.

The Bonded Debt has been increased during the year to the extent of $31,000, which increase has been caused by the sale of Bonds heretofore held by the Company. The Bonded Debt now stands at the limit of the mortgage, and all of the Bonds are secured by the first and only mortgage upon the road for $8,000,000, while the principal part of those maturing in 1882 are also secured by the Sinking Funds.

Total amount of Bonded Debt,		$7,999,488 89
Maturing in the year 1869,	$3,071,000 00	
" " " 1872,	467,488 89	
" " " 1882,	4,461,000 00	
		7,999,488 89

The purchase by the Company of $74 of the Fractional Stock Scrip issued for a Stock Dividend in the year 1855, and the cancelment of the same, causes the reduction of Capital Stock for the same amount; there is still outstanding of this Fractional Scrip the amount of $610, which the Company purchases at par when presented.

The only remaining change between the accounts of the two years which seems to need explanation, is a reduction of the account "Steam-boats" to the extent of $7,711.99 This diminution is caused by the sale of sundry effects belonging to the steam-boats, the proceeds of which have been passed to the credit of their construction.

Respectfully submitted.

ISAAC LIVERMORE, *Treasurer.*

BOSTON, June 14, 1862.

DR. *The Michigan Central Railroad Company, in General Account.* *Contra.* CR.

1862.			1862.		
June 1,	To Capital Stock, ...	$6,057,710 00	June 1,	By Construction, No. 1, purchase of Road,	$2,000,000 00
	Bond Account, viz.:—			Construction, No. 2, expenditures since purchase, ...	10,847,238 17
	6 per cent. Sterling Bonds, unconvertible, 1st Mortgage, ... $467,488 89			Available as Cash, viz.:—	
	8 per cent. Sterling Bonds, convertible, 1st Mortgage, 500,000 00			Cash on hand, ... $59,595 58	
	8 per cent. Bonds, convertible, 1st Mortgage, . . . 2,598,000 00			Loaned on call, . . . 46,550 00	
	8 per cent. Bonds, convertible, 1st Mortgage, Sinking Funds, ... 4,434,000 00			U. S. Government Certificates of Indebtedness at par, ... 100,000 00	
		7,999,488 89			206,145 58
				Accounts and Bills Receivable, . . .	134,567 35
				Assets in hands Oliver Macy, General Receiver, ...	25,701 99
	To Income Account, balance of this Acc't,	312,193 78		Assets in hands R. N. Rice, General Superintendent, ...	34,755 52
	Unpaid Dividends, ...	1,781 00		New Albany and Salem R. R. Stock,	609,763 99
				Joliet and Northern Indiana Railroad Stock, ...	168,225 00
				Joliet and Northern Indiana Railroad Construction, ...	40,768 18
				Steam-boats, ...	304,007 89
		$14,371,173 67			$14,371,173 67

(E. E.)

BOSTON, June 2, 1862.

ISAAC LIVERMORE, *Treasurer.*

[B.]

Dr.	*Income Account.*		*Receipts of Road.*	*Contra.*	Cr.
1862.			1862.		
June 1,	To Balance of this Account, per Treasurer's Report of June 1, 1861, . .	$38,434 24	June 1,	By Dividend of three per cent., payable February 5, 1862, ...	$181,713 00
	Receipts of Road from June 1, 1861, to June 1, 1862, per statement C, .	2,368,588 57		Operating Account from June 1, 1861, to June 1, 1862, including taxes, .	1,149,152 94
				Annual payments towards Sinking Funds, ...	84,500 00
				Interest and Exchange Account, from June 1, 1861, to June 1, 1862, . .	679,463 09
				Balance to new account, ...	312,193 78
		$2,407,022 81			$2,407,022 81
1862.					
June 1,	To Balance of Income Account this day,	$312,193 78			

(E. E.)

Boston, June 2, 1862.

ISAAC LIVERMORE, *Treasurer.*

Gross Receipts of Road for Year ending May 31, 1862.

Months.	Freight.	Passengers.	Miscellaneous.	Total.	Amount.
1861.					
June,	$71,236 65	$51,420 82	$2,542 01	$125,199 48	
July,	77,233 51	55,913 38	7,712 94	140,859 83	
August,	91,470 25	68,623 34	2,261 95	162,355 54	
September,	111,539 89	68,849 57	984 90	181,374 36	
October,	179,192 86	71,808 51	9,314 66	260,316 03	
November,	205,009 07	61,491 65	8,011 14	274,511 86	
December,	175,798 54	61,873 83	9,373 00	247,045 37	
1862.					
January,	167,944 23	66,198 53	9,088 13	243,225 89	
February,	119,936 70	25,151 88	7,326 51	152,415 09	
March,	139,541 87	71,464 98	1,550 70	212,557 55	
April,	108,969 94	48,425 50	12,280 37	169,675 81	
May,	115,327 05	76,541 93	7,182 78	199,051 76	
	$1,563,200 56	$727,763 92	$77,624 09		$2,368,588 57
					$2,368,588 57

Operating Account and Interest for Year ending May 31, 1862.

Date.	Account.	Amount.	Amount.
1862.			
June 1,	Road Repairs,	$262,710 91	
	Building Repairs,	51,907 96	
	Locomotive Repairs,	97,523 94	
	Car Repairs,	116,682 23	
	Locomotive Service,	54,095 78	
	Train Service,	42,733 76	
	Station Service,	259,777 33	
	Fuel,	111,592 16	
	Oil and Waste,	19,050 39	
	Stationery and Printing,	11,908 44	
	Taxes,	82,837 81	
	Telegraph,	12,489 45	
	Miscellaneous,	25,842 78	
			$1,149,152 94
	Amount of payments towards Sinking Funds,		84,500 00
	Interest and Exchange, from June 1, 1861, to June 1, 1862,		679,463 09
	Balance, being net receipts for the year ending May 31, 1862,		455,472 54
			$2,368,588 57

(E. E.)

Boston, June 2, 1862.

ISAAC LIVERMORE, *Treasurer.*

TRUSTEES' REPORT.

To the President and Directors of the Michigan Central Railroad Company:—

The Trustees appointed under the Trust Mortgage Deed of the Michigan Central Railroad Company to John M. Forbes, Nathaniel Thayer and H. H. Hunnewell, Trustees, under date of September 29, 1857, Report: That the present standing of the Sinking Funds, the care of which was entrusted to them, shows the balance to the credit of the First Sinking Fund on the 31st May, 1862, was in

Bonds at par,	$297,000 00
Cash in Boston Bank,	423 48
	$297,423 48

To the credit of the Second Sinking Fund on the 31st of May, 1862, was in

Bonds at par,	$75,000 00
Cash in Boston Bank,	271 57
	$75,271 57

The accounts for the year ending May 31, 1862, are as follows:—

Michigan Central First Sinking Fund in account with the Trustees.

Cash in Boston Bank, May 31, 1861,	$20 15
Received October 1, 1861, for 216 Coupons, $40 each,	8,640 00
Received October 26, 1861, from I. Livermore, Treasurer, fourth annual payment on account of First Sinking Fund,	60,000 00
Received April 1, 1862, for 286 Coupons, $40 each,	11,440 00
Amount carried forward,	$80,100 15

Amount brought forward, ...		$80,100 15
Cost of $10,000 in Bonds, at 95 75/100 per cent.,	$10,532 50	
Cost of $10,000 in Bonds, at 95 90/100 per cent.,	9,590 00	
Cost of $5,000 in Bonds, at 97 per cent.,	4,850 00	
Cost of $44,000 in Bonds, at 97 50/100 per cent.,	42,900 00	
Cost of $11,000 in Bonds, at 99½ per cent.,	10,945 00	
Commission on purchase of Bonds at 1 per cent. on cost of same,	988 17	
Proportion of expense for clerk hire,	71 00	
Cash in Boston Bank,	423 48	
	$80,100 15	$80,100 15

Michigan Central Second Sinking Fund in account with the Trustees.

Cash in Boston Bank, as per statement, May 31, 1861,		$246 44
Received October 1, 1861, for 45 Coupons, at $40 each,		1,800 00
Received October 26, 1861, from I. Livermore, Treasurer, third annual payment on account of Second Sinking Fund,		24,500 00
Received April 1, 1862, for 72 Coupons, at $40 each,		2,880 00
Cost of $27,000 in Bonds, at 95 75/100 per cent.,	$25,852 50	
Cost of $3,000, in Bonds, at 99½ per cent.,	2,985 00	
Commission on purchase of Bonds at 1 per cent. on cost of same,	288 37	
Proportion of expense for clerk hire,	29 00	
Cash in Boston Bank,	271 57	
	$29,426 44	$29,426 44

J. M. FORBES,
N. THAYER,
H. H. HUNNEWELL,
Trustees.

BOSTON, June 16, 1862.

AUDITOR'S REPORT.

BOSTON, June 16, 1862.

To the Directors of the Michigan Central Railroad Company:

Gentlemen,—I have examined the Treasurer's books at Boston, and the Superintendent's at Detroit, for the year ending 31st May, and have found them to be correctly kept, and supported by proper vouchers.

Respectfully,

WILLIAM BOOTT, *Auditor.*

SUPERINTENDENT'S REPORT.

MICHIGAN CENTRAL RAILROAD OFFICE,
DETROIT, June 6, 1862.

J. W. BROOKS, Esq., *President.*

SIR,—Herewith I submit my Annual Statement, with Tables showing the operations of the road for the year ending the 31st ultimo.

BUSINESS OF THE ROAD.

Earnings from Passengers, ...	$724,915 48
Freight, ...	1,559,060 98
Miscellaneous, ...	77,264 96
	$2,361,241 42

Compared with the year ending May 31, 1861, the following result is shown:—

Increase in Freight earnings, .	$340,874 69	
Increase in Miscellaneous earnings,	12,627 17	
		$353,501 86
Decrease in Passenger earnings, . . .		50,313 05
Total increase this year, ...		$303,188 81

Showing a gain this year over last in gross earnings of 14¾ per cent., and over the year ending May 31, 1860, of 28⅝ per cent.

Table E herewith, shows in detail the comparison of this year with last. It shows considerable falling off both in

Through and Way Passengers, in numbers carried and earnings from the same in this year's operations.

This line is not alone in unfavorable comparison in its Passenger traffic; many others have exhibited similar results for the last twelve months. Upon some lines more favorably situated geographically, the transportation of troops has more than compensated for the falling off in the ordinary business, while upon this, the transportation of troops and munitions of war has been almost exclusively of a local nature, and quite limited in amount.

The increase in earnings from Freight shows a gain over last year of about 28 per cent., and over the year ending May 31, 1860, of upwards of 61 per cent.

The increase in this branch has been principally from eastward bound freight, which has formed so large a percentage of the total amount moved, as to cause the mileage of freight trains to show an increase also of about 24 per cent. upon the previous year.

Table H gives the details of all freight moved, showing comparisons of the last six years. The total tons moved this year, as compared with last, shows a gain of 23 per cent.

It will be noticed by reference to table C, that the gain in earnings from freight, is about equally divided between wheat and flour and other freights.

The reduction in the tariff on gypsum, made in 1860, has had the anticipated effect, that of encouraging the farmer to its more general use, and consequently the increase of the wheat yield.

The tonnage of wheat and flour the past year is double of that of the year ending May 31, 1860, and a large proportion of this increase is believed to be attributable to the more extensive use of gypsum as a fertilizer. Nearly 8,000 tons of this article were distributed upon the line the past year, being nearly double the quantity distributed in the years 1858 and 9.

Indications point to a favorable wheat crop this season, and notwithstanding the large number of men who have gone into the army from all parts of the State, there was never so much land under wheat cultivation, as at the present time.

The movement of neat cattle varies but little from last year, amounting this year to 57,155 head, while the number of live

hogs moved, has more than doubled, reaching the number of 126,778 head.

The contract made with the Louisville, New Albany, and Chicago Railroad Company, in August last, for operating the Northern division of that line from Michigan City to Lafayette, (91 miles,) has, so far as is known, worked to the satisfaction of both parties.

The Michigan Central Company has rolling stock enough for doing the business of that line in an efficient manner, without interfering with the working of its own line. Under this arrangement, cars are run through direct, between Detroit and Lafayette.

By an arrangement made with the roads composing the line from Lafayette to Cincinnati, the Michigan Central Company furnish cars for two through passenger trains running direct, morning and evening, between Chicago and Cincinnati.

The extension of the Indianapolis and Cincinnati Railroad, now being consummated into the heart of the city of Cincinnati, will give additional advantages to our Chicago and Cincinnati Express lines.

The arrangement of the present season's Time-tables of Passenger trains is such, as will result in less mileage in that branch of service, and trains also being run at less speed than last season, will have a favorable bearing upon this part of operating expenses.

OPERATING EXPENDITURES.

Table I gives the cost of each branch of the expenses of the road for the year, the aggregate being $1,149,152.94, taxes included; taking out which item, leaves $1,066,315.13 legitimately chargeable to cost of operating the road, which is about $45\frac{1}{10}$ per cent. of the earnings.

The general condition of the road in all respects is fully up to the standard, and in some particulars beyond that of the commencement of the year.

Improvements are constantly being made in details of working, and the aggregate of small items saved, result in showing favorably in comparison with former years.

The renewals in the different departments have been, the past year, in the aggregate about the same as the year previous. Some of the most prominent items are:—

35 miles new rails.
17 miles welded rails.
7,415 new chairs.
82 tons new spike.
66,499 ties.
1,400 cedar telegraph poles.
57 new culverts.
62 cattle guards.
4 highway bridges.
37 miles new fence.
3,571 feet new side-tracks.

Extensive repairs and enlargement of engine-house at Michigan City, new brick water-house and windmill at Decatur.

New small passenger-house at Pokagon.
" " " " at Chamberlin's.
" " " " at Tolleston.
" " " " at Ceresco.

New stationary engine at grain-house, Detroit, and extensive repairs of the building.

Renewal of dock in front of same.

New stock-yards at Dayton, Pokagon, Dowagiac, Lawton and Kalamazoo.

New roof and general repairs of freight-house at Battle Creek.

Repainting a large proportion of the station buildings of the line, and also the bridges.

116 8-wheeled freight cars.
39 hand, wood, and rubble cars.

ROAD REPAIRS.

This account foots up to about the same amount as last year, the renewals in the aggregate being about the same. The mileage of trains has been increased 107,395 miles, or about 9 per cent. over previous year, notwithstanding which, the track

is in as good general condition as at the commencement of the year.

Besides the ordinary repairs of track, the following are some of the items of renewal charged in this account:—

3,398 $\frac{344}{2240}$ tons new rails, (paid for in part with old,) equal to 35 miles track.
1,600 tons rails taken up, welded and replaced, equal to 17 miles..
66,499 new ties.
7,415 new chairs.
57 new culverts.
62 new cattle guards.
4 highway bridges—396 feet.
25 miles post and board fence.
12 miles rail fence.
3,571 feet new side-tracks, most of it renewal of old.

It is believed that the track of this Company in every respect, will bear a favorable comparison with that of other lines; the Eastern division is still under the superintendence of C. H. White, and the Western under S. R. Johnson, both of whom have had long experience in the service of the Company, and are indefatigable in their attention to its interests.

BUILDING REPAIRS.

This account is somewhat larger than last year; in it are included the following extraordinary but necessary expenditures:

To make the stone engine-house at Michigan City more practically useful, it was necessary to add to its depth 10 feet, to accommodate the large class of engines now used by the Company, and as general repairs were necessary, this enlargement was made; the pits for the engines were also rebuilt of stone.

At Detroit, a new stationary engine of large capacity for grain house, and also extensive repairs of the house, and renewal of dock fronting it upon Detroit River.

New roof and general repairs of stone freight-house at Battle Creek.

New brick water-house and windmill at Decatur.

New small passenger-houses at Pokagon, Tolleston, Ceresco and Chamberlin's.

Repainting a large proportion of the station buildings upon entire line.

The roof and other parts of the square engine-house burned at Detroit in April are being replaced, and the building will again be in use in a few weeks.

LOCOMOTIVE REPAIRS.

The amount charged to this account is somewhat larger than last year, but the service rendered is also larger, and the improved condition of the machinery fully accounts for the increased cost.

The damage to engines in the square engine-house in Detroit, at the time of the fire in April, has proved to be less than the estimate made at the time.

For details connected with this branch, the subjoined report by A. S. Sweet, Jr., Superintendent of Motive Power, is submitted.

R. N. RICE, Esq., *General Superintendent:*—

Herewith please find statement of the operations of the Locomotive Department for the year ending May 31, 1862.

TABLE 1—*Gives Statement of the miles run by Locomotives during the year on main line between Detroit and Chicago.*

MONTHS.	Miles Passenger Trains.	Miles Freight Trains.	Miles Working Trains.	Miles Total.
June,	53,448	44,394	11,930	109,772
July,	51,508	36,352	11,007	98,867
August,	45,215	36,619	11,486	93,320
September,	45,687	65,097	11,759	122,543
October,	40,416	72,157	12,955	125,528
November,	42,042	69,511	13,155	124,708
December,	40,101	61,180	14,184	115,465
January,	40,747	83,594	15,662	140,003
February,	38,174	63,136	16,369	117,679
March,	34,802	39,054	12,537	86,393
April,	41,583	46,268	14,299	102,150
May,	33,912	57,265	11,053	102,230
	507,635	674,627	156,396	1,338,658

TABLE 2—*Gives the Renewals made during the year ending May* 31, 1862.

355 tender and truck wheels.
66 tender and truck axles.
15 flue sheets.
7 head sheets.
6 crown sheets.
3 straight driving axles.
7 crank axles.
3 driving wheels.
94 rings wrought driving tire.
10 rings cast driving tire.
10 tender frames, (5) with new running gear.
14 engines have had their flues re-set.
10 cabs.
40 pilots.
10 locomotive head lamps renewed.
14 tender frames renewed.

TABLE 3—*Shows number of Employees at the different Shops on Road.*

OCCUPATION.	Detroit.	Marshall.	M. City.	Chicago.	Total.
Machinists,	28	21	27	2	78
Boiler Makers,	9	3	3	–	15
Tender and Truck Repairers,	2	1	3	–	6
Flue Setters and Caulkers,	2	1	–	–	3
Boiler Washers,	1	1	1	–	3
Carpenters,	7	3	2	–	12
Bolt Cutters,	1	1	–	–	2
Painters,	2	–	–	–	2
Stationary Engineers,	2	1	1	–	4
Apprentices,	7	3	6	–	16
Coppersmiths,	8	2	1	–	11
Locomotive Engineers,	18	15	17	2	52
Locomotive Firemen,	19	15	17	2	53
Blacksmiths,	7	4	4	1	16
Blacksmiths Helpers,	7	4	4	1	16
Wipers,	6	9	9	2	26
Watchmen,	2	3	3	2	10
Laborers,	4	5	2	–	11
Time Keepers,	1	1	1	–	3
Train Despatchers,	1	–	–	–	1
Brass Moulders,	–	–	1	–	1
Fuel Men,	–	–	2	1	3
Switchmen,	–	–	–	1	1
Master of Engine Repairs,	–	1	1	–	2
Sup't of Motive Power,	1	–	–	–	1
	135	94	105	14	348

TABLE 4—*Gives condensed Statement of the working results of this Department for service between Detroit and Chicago.*

Total number of miles run,	1,338,658
Cost of locomotive repairs,	$97,523 94
Cost of repairs per mile run,	7 28
Cost of engine-men, firemen, wiping and watching,	61,243 07
Cost of do. per mile run,	4 57
Cords of wood used, 41,623½, at $2.15,	89,490 53
Cost of wood per mile run,	6 68
Gallons oil used, 9,741⅜, at 59c.,	5,747 41
Cost of oil per mile run,	43
Rags used, 40,531 pounds, at 4½c.,	1,823 90
Cost of rags per mile run,	13
Waste used, 3,822 pounds, at 13.4,	512 14
Cost of waste per mile run,	04
Total cost per mile run,	19 14

While the expenses in this department may seem large, the repairs have been thorough and extensive, and, I trust, the property has been much improved, as not only the machinery itself will show, but a reference to the table of renewals substantiates the fact.

We have one coal-burner now running, also another under way, which will be finished in about six weeks. Owing to our heavy business, and having no surplus of available power, I have been unable to do much to the engines rebuilding. One of them, however, is now on the shop floor, and I hope to have it out by the first of September, a first-class coal-burning stock engine.

We have a ten-wheel engine under way, which will be out by the first of September, making into a coal-burner for the Western Division.

It is intended, if Jackson coal can be made to work in engines, to have two on each Division running by the close of the current year, to run stock trains with, as much time might be saved which is now lost in wooding.

The 125-horse-power low-pressure condensing engine being built by Messrs. Jackson & Wiley, for the shops at Detroit, will soon be in operation. The boiler, being built in the Company's shop, is about completed.

The machinery on Middle Division has been kept in efficient condition under the care of E. H. Rees, the master of engine repairs on that Division.

The shops, grounds and locomotives on the Western Division are in good condition under the care of Jacob Losey, formerly foreman at Detroit.

A. S. SWEET, Jr., *Locomotive Superintendent.*

CAR REPAIRS.

This account differs but little from the aggregate of last year, but the service rendered in this branch is larger by 21 per cent. in mileage of cars. The renewals in car stock have been quite large, and the equipment, as a whole, is fully up to the standard. A system of recording in detail the entire stock of cars has been adopted, by which the style, age and condition of each car is known by its number, giving great facility in supplying any of the parts of such as may become disabled upon the line.

This department is still under the charge of J. B. Sutherland, whose report of further details follows.

R. N. RICE, Esq., *General Superintendent M. C. R. R.*:—

Sir,—Herewith please find annual report for Car Department for the year ending May 31, 1862.

The mileage for cars of all classes is in excess of the previous year over three millions of miles, or about 21 per cent.; while the cost of oil and waste is 29 per cent. less than the previous year, showing a saving in the cost per mile run of 34 per cent. as compared with last year.

The rolling stock in this department consists of the following number of cars of the different classes:—

PASSENGER CARS.

64 first class cars, with 12 wheels.
6 first class cars, with 12 wheels, sleeping cars.
3 drovers' cars, with 8 wheels, sleeping cars.
12 second class cars, with 8 wheels.

BAGGAGE CARS.

14 with 8 wheels.
9 with 12 wheels.

FREIGHT CARS.

28 covered 8-wheel way cars, for use of men in charge of live stock and conductors.
1,030 covered, with 8 wheels.
226 open, with 8 wheels.

GRAVEL AND OTHER CARS.

110 hand cars.
131 wood and repairing cars.
21 gravel cars, hand dumpers.

The following cars have been replaced this year by new ones, all built in the Company's shops:—

103 large 8-wheel box cars.
3 large 8-wheel stock cars.
10 large 8-wheel platform cars.
33 hand cars.
6 wood and rubble cars.

Also 1 second class and 1 large stock car rebuilt on old bottoms.

It would lessen the expenses of this department somewhat if the contemplated change in the shops could be made, resulting in the transfer of all the work to the ground floor.

Respectfully submitted,

J. B. SUTHERLAND, *Superintendent Car Works.*

LOCOMOTIVE, TRAIN AND STATION SERVICE.

Upon these accounts, an increased tonnage of freight handled, would naturally cause a more direct increase of expenditure than upon some other accounts, but the aggregate expenses are but 5 per cent. above previous year, while the increase of freight earnings is 28 per cent., and 23 per cent. in tons handled.

Considerable personal attention has been given to the working of each interior Station, by Mr. John Newell, the local Auditor of the Company; and many valuable improvements in the economy of working inaugurated, producing good results.

Station Agents, with hardly an exception, are entitled to the credit of having shown a commendable interest in working with an eye to the strictest economy, and the result this year gives signs of improvement in the right direction.

FUEL, OIL AND WASTE.

In these items of expenditure there has been a decided change for the better, as with the largely increased service rendered by engines and cars, (9 per cent. in mileage of engines and 21 per cent. in car mileage,) there has been a saving in total cost of above items as compared with previous year, of 18 per cent.

The burning of the roof and other wood-work of the square engine-house in Detroit, in April, resulted more in inconvenience, than in money damage, the latter being nearly covered by insurance. The estimated damage to the building and engines was about $11,000, and the insurance on building and contents was $8,000. Five of the engines that were in the fire have been repaired, and are now in use, and the cost of their restoration was less than the estimated damage. The remainder will soon be in use, and at a cost not exceeding the estimate.

The Company's Telegraph Line continues to work with satisfactory results, and is an efficient aid in the movement of trains, as well as for the transaction of the general business of the road.

It is proper, in conclusion, to bear testimony to the interest manifested by all with hardly an exception, in the management of the details of the road; those engaged in its business intercourse with the public, and those connected in the various departments of working the line, have shown a commendable desire to accomplish favorable results.

R. N. RICE, *General Superintendent.*

TABLES

to

SUPERINTENDENT'S REPORT.

1862.

[A.]

STATEMENT *of the Number of Way Passengers and the Earnings from the same, for the Years ending May* 31, 1861, *and May* 31, 1862.

MONTHS.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1861.	Year ending May 31, 1862.	Year ending May 31, 1861.	Year ending May 31, 1862.
June,	19,495½	15,860½	$26,937 66	$22,358 33
July,	24,004	20,427½	30,038 96	25,011 37
August,	22,493½	27,353	30,180 48	33,938 51
September,	29,615½	24,846½	43,212 08	35,933 36
October,	32,867	27,960½	46,942 62	42,438 32
November,	21,371	21,081½	30,579 40	28,554 88
December,	18,314	20,839½	25,455 63	26,528 32
January,	17,237½	17,180	23,248 12	22,279 85
February,	15,503	15,201½	20,693 70	20,001 00
March,	21,707½	22,877½	26,940 41	29,518 93
April,	21,757	22,927	28,256 19	37,286 60
May,	18,299½	16,981½	25,425 13	23,527 14
Govern't earn'gs,*	–	–	–	36,340 12
Totals,	262,665	253,536½	$357,910 38	$383,716 73

[B.]

STATEMENT *of the whole Number of Passengers, and the Earnings from the same, for the Years ending May* 31, 1861, *and May* 31, 1862.

MONTHS.	WHOLE NO. PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1861.	Year ending May 31, 1862.	Year ending May 31, 1861.	Year ending May 31, 1862.
June,	25,507½	22,581	$62,304 68	$52,101 84
July,	29,132	27,101	962,408 87	54,685 88
August,	28,803	31,676	72,129 20	60,151 18
September,	37,139	30,296	94,740 85	71,504 17
October,	41,264½	34,174½	101,127 64	81,950 92
November,	27,479	26,543	69,047 75	62,175 51
December,	22,426	24,161½	51,396 65	48,110 19
January,	20,143	19,381	42,277 36	36,999 66
February,	18,178	17,292½	38,305 37	34,016 29
March,	26,377	26,626½	57,820 69	53,545 64
April,	27,387½	26,887	64,782 84	63,354 99
May,	23,938½	22,108½	58,886 63	53,638 96
Govern't earn'gs,*	–	–	–	52,680 25
Totals,	327,775	308,828½	$775,228 53	$724,915 48

* Not heretofore reported.

[C.]

STATEMENT, *showing the Amount Earned from Wheat and Flour, and all other Freights, for the Years ending May* 31, 1861, *and May* 31, 1862.

MONTHS.	AMOUNT EARNED FROM WHEAT AND FLOUR.		AMOUNT EARNED FROM OTHER FREIGHT.	
	Year ending May 31, 1861.	Year ending May 31, 1862.	Year ending May 31, 1861.	Year ending May 31, 1862.
June,	$7,759 39	$27,240 85	$47,784 46	$49,118 03
July,	9,258 09	10,800 02	51,142 98	49,789 71
August,	47,176 46	29,431 31	68,891 72	50,152 08
September,	58,681 46	81,514 69	92,834 70	78,324 14
October,	79,937 77	117,120 23	113,691 24	101,589 50
November,	41,628 97	73,095 94	79,854 86	99,396 81
December,	11,897 08	40,431 05	60,403 94	105,204 99
January,	18,867 26	40,985 68	75,882 75	146,340 28
February,	17,972 33	18,753 86	58,389 41	96,350 12
March,	11,965 58	6,511 75	76,642 98	86,604 44
April,	18,161 76	19,282 56	84,376 97	87,714 19
May,	20,851 04	36,845 76	64,133 09	89,737 19
Govern't earn'gs,*	–	–	–	16,725 80
Totals,	$344,157 19	$502,013 70	$874,029 10	$1,057,047 28

[D.]

STATEMENT *of the Earnings of the Michigan Central Railroad from June* 1, 1861, *to May* 31, 1862, *inclusive.*

MONTHS.	Passengers.	Freight.	Miscellaneous.	Totals.
1861.				
June,	$52,101 84	$76,358 88	$5,159 00	$133,619 72
July,	54,685 88	60,589 73	8,101 69	123,377 30
August,	60,151 18	79,583 39	5,247 95	144,982 52
September,	71,504 17	159,838 83	5,502 97	236,845 97
October,	81,950 92	218,709 73	6,672 15	307,332 80
November,	62,175 51	172,492 75	7,420 87	242,089 13
December,	48,110 19	145,636 04	6,387 53	200,133 76
1862.				
January,	36,999 66	187,325 96	5,833 41	230,159 03
February,	34,016 29	115,103 98	10,538 32	159,658 59
March,	53,545 64	93,116 19	5,239 79	151,901 62
April,	63,354 99	106,996 75	5,344 06	175,695 80
May,	53,638 96	126,582 95	5,817 22	186,039 13
Govern't earn'gs,*	52,680 25	16,725 80	–	69,406 05
Totals,	$724,915 48	$1,559,060 98	$77,264 96	$2,361,241 42

* Not heretofore reported.

[E.]

COMPARATIVE STATEMENT

Of Passenger and Freight Business, for the Years ending May 31, 1861, *and* 1862.

	PASSENGERS.										PASSENGER TOTALS.	
	EAST.				WEST.							
	LOCAL.		THROUGH.		LOCAL.		THROUGH.		EMIGRANTS.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1861, ...	130,386	$177.473 34	30.062	$206.440 27	132,279	$180,437 04	28,796½	$201.205 41	6,251½	$9.672 47	327,775	$775,228 53
Correspond'g period, 1862,	124,527½	184.302 39	23,252½	164.364 61	129,009	199,414 34	22,935	163,561 95	9,104½	13.272 19	308,828½	724,915 48
Increase, ...	–	6,829 05	–	–	–	18,977 30	–	–	2,853	3.599 72	–	–
Decrease, ...	5,858½	–	6,809½	42,075 66	3,270	–	5,861½	37,643 46	–	–	18,946½	50,313 05

COMPARATIVE STATEMENT—CONTINUED.

	FREIGHT.				TOTAL FREIGHT.	MAIL AND EXPRESS.	TOTAL EARNINGS.
	EAST.		WEST.				
	LOCAL.	THROUGH.	LOCAL.	THROUGH.			
	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.
1861, ...	$414.552 48	$329.796 78	$279.920 02	$193.917 01	$1,218,186 29	$64,687 79	$2.058,052 61
Correspond'g period, 1862,	512.198 91	636.087 20	241,748 71	169,026 16	1,559,060 98	77,264 96	2,361,241 42
Increase, ...	97,646 43	306,290 42	–	–	340,874 69	12,627 17	303,188 81
Decrease, . .	–	–	38.171 31	24,890 85	–	–	–

[F.]

CONDENSED STATEMENT

OF THE BUSINESS OF THE MICHIGAN CENTRAL RAILROAD FOR THE LAST SIX YEARS.

YEARS ENDING	Number of Way Passengers.	No. of Through Passengers.	Total Number of Passengers.	No. of Tons of Freight moved.	Gross Earnings.	Operating Disbursements, including Taxes.	Net Earnings.
May 31, 1857, . .	406,600½	187,029½	593,630	328,939	$3,104,602 69	$2,083,199 36	$1,021,403 33
May 31, 1858, . .	307,272	154,684½	461,956½	276,294	2,428,757 52	1,531,218 04	897,539 48
May 31, 1859, . .	269,358	92,169	361,527	235,123	1,838,129 67	1,072,732 88	765,396 79
May 31, 1860, . .	251,755	72,666½	324,421½	295,276	1,832,944 86	1,077,483 51	755,461 35
May 31, 1861, . .	262,665	65,110	327,775	378,570	2,058,052 61	1,137,724 35	920,328 26
May 31, 1862, . .	253,536½	55,292	308,828½	463,112	2,361,241 42	1,149,152 94	1,212,088 48

[G.]

MONTHLY STATEMENT

Of Freight moved during the Year ending May 31, 1862.

ARTICLES.		JUNE.	JULY.	AUGUST.	SEPT'R.	OCTOBER.	NOV'R.	DEC'R.	JAN'Y.	FEB'Y.	MARCH.	APRIL.	MAY.	TOTAL.
Apples,	bbls.	149	224½	1,308½	3,137	7,472	11,521	445	103	273	490	31	20	25,174
Ale and Beer,	"	465¾	481¾	373¾	382¼	434½	369½	448	332¼	225¼	391¾	506	621¼	5,032¼
Ashes,	tons,	13	12	12	9	5	15	14	19	30	14	13	14	170
Barley,	bush.	1,666	2,205	1,262	2,847	3,417	8,015	8.233	4,360	5,294	14.096	7,207	9,651	68.253
Beans,	"	2,462	865	857	240	1,461	830	3,613	2,420	3,059	2,367	3,491	1,043	22,708
Bran and Shorts,	tons,	130	97	127	138	119	168	51	113	81	172	76	201	1,473
Beef,	bbls.	292	563	1,029	1,597	13,941	15,333	23,540	21,854	16,940	5,820	8,228½	1,223	110,360½
Butter,	tons,	142	49	38	111	195	161	256	189	104	31	33	65	1.374
Corn,	bush.	31,168	78,278	107 373	91,665	101,988	157,880	30,094	29,947	23,835	28,878	70,969	40,921	792,986
Corn Meal,	bbls.	104	64	966	1,836	310	169	201	3	76	124	901	314	5,068
Cheese,	tons,	44	45	68	94	169	97	11	–	2	8	15	53	606
Cranberries,	bbls.	5	5	–	81	58	789	243	200	277	25	–	6	1,689
Coal,	tons,	514	961	401	535	493	674	513	200	261	357	511	444	5,864
Fruit, dried,	"	12	5	1	1	9	15	49	56	45	38	22	9	262
Flour,	bbls.	48.423½	25,509½	59,664½	153,779½	176,088	142,091	86,904	83,939	36.099	13,771	39,838	84,857	950,964
Furniture and Luggage,	tons,	221	143	222	247	363	399	219	179	140	258	407	284	3,082
Grass and Clover Seed,	"	8	–	46	302	210	126	55	133	216	95	106	23	1.320
Garden Roots,	bush.	29,187	59	226	85	4,159	2,785	1,603	134	11	1,346	6,824	18 967	65.386
Ham and Bacon,	tons,	35	10	29	185	131	78	1,532	4.096	2,301	1,136	891	1,123	11,547
High Wines,	bbls.	1,517	1,232	1,633	3,002	2,406	1,781	2,663	3,000	1,595	1,794	1,947	1,575	24,145
Hides,	tons,	96	114	85	165	193	207	210	272	199	99	115	135	1.890
Iron and Nails,	"	228	167	198	283	297	387	139	98	93	134	382	242	2.648
Lime,	"	100	96	87	163	130	118	23	19	15	51	159	282	1,243
Lumber,	M.	1,454.563	1,203,691	1,642,020	1,571,947	1,878,978	1,629,711	1,499,904	1,484,565	1,708,907	1,530,153	1,201,869	1,946,477	18,752,785
Laths,	tons,	150	64	98	193	147	86	44	17	42	51	50	101	1,043
Leather,	"	47	42	72	99	145	109	69	68	15	82	82	67	897
Merchandise, miscellan's,	"	4,161	3,777	3,993	5,982	8.162	5,775	5.362	4.793	5,144	6.267	7,114	9.195	69,725
Oats,	bush.	24,159	21,457	42,748	52,768	56,258	66,025	6,598	16,832	11,670	29,470	35,387	38,566	401,938
Other Agricultural Prod.,	tons,	84	35	39	36	150	296	67	30	27	69	177	241	1,251
Plaster,	"	95	9	148	518	610	765	39	337	903	853	1,492	1,960	7,729
Pig Iron,	"	36	9	20	40	40	51	107	340	30	36	35	15	759
Pelts and Skins,	"	19	15	5	16	30	36	27	23	10	9	12	24	226
Pork,	bbls.	141	161½	1,994	2,441	1,819½	2,655	21,663	45,654	17,161½	3,577½	15,846½	8,010	121,124½

Pork in Hog, . . .	tons,	–	–	–	–	–	15	545	3,466	1,897	375	9	5	6.312
Salt, ...	bbls.	2,462	3,069	2,339	3.896	7,402	5,386	4,216	1,791	605	491	620	2,560	34,837
Stores, ...	tons,	40	10	30	112	13	138	25	4	7	10	59	104	552
Shingles, ...	M.	1,251¾	861	629½	1,116	737¼	606½	109½	246½	264½	613¾	900½	1,128¾	8,465½
Wool, ...	tons,	23	423	487	180	162	68	25	28	22	25	60	22	1.525
Wheat, ...	bush.	173,958	49.547	184,921	407,129	596,103	187,265	65,623	49,810	48,801	23,535	84.973	207,415	2,079.080
Whiskey, ...	bbls.	589½	1,164½	1.804½	1.783¾	949½	1,758	1.283¼	712	1,737	1.367	753⅓	1,393½	15,296
Cattle, Neat, . . .	No.	6,776	6.454	4,699	5,525	3.566	2,215	2,825	2,531	2,593	4,091	8,441	7,439	57.155
Horses, ...	No.	28	212	66	205	319	119	306	219	40	1,912	58	143	3,627
Hogs, ...	No.	3,765	5,420	4,654	8,892	8,106	20,815	28.263	19,920	6.294	6,273	5,472	8,904	126,778
Sheep, ...	No.	1,108	4,022	1,281	648	4,093	2,455	1,351	1,850	2,276	2,096	1,037	756	22,973
Wood, ...	cords,	51	128	387½	530¾	699¼	808½	560	486¼	888½	1,877	553¼	522	7,492
Sand, Stone and Brick, .	tons,	540	1,108	182	164	451	67	18	–	24	99	151	1,054	3,858
Total, in tons, . .		26,212	21,424	30,214	51,852	65,201	49,293	38,307	44,312	30,558	26,378	34,226	45,135	463,112

[H.]

STATEMENT, *showing the Total Amount of Freight moved in the following Years.*

ARTICLES.		YEARS ENDING MAY 31,					
		1857.	**1858.**	**1859.**	**1860.**	**1861.**	**1862.**
Apples,	bbls.	40,966	55.368½	12,625	73.245	100,975	25,174
Ale and Beer,	"	4,486	4,522	5,863½	5,158½	5,340	5,032¾
Ashes,	tons,	159	189	183	261	164	170
Barley,	bush.	25,230	22,023	22,977	24,478	128,615	68,253
Buckwheat Flour,	tons,	119	96	8	–	–	–
Beans,	bush.	9,054	8,057	14,399	5,735	14,524	22,708
Bran and Shorts,	tons,	2,055	2,158	3,047	2,689	2,764	1,473
Beef,	bbls.	1,814	11,380	3,286½	22,420	18,460	110,360½
Butter,	tons,	282	585	415	631	1,048	1,374
Corn,	bush.	667,971	244,691	307,867	322,269	601,635	792,986
Corn Meal,	bbls.	4,059	2,559	3,405	7,171	7,265	5,068
Cheese,	tons,	628	770	284	672	682	606
Cranberries,	bbls.	6,601	1,624	1,847	250	2,507	1,689
Coal,	tons,	2,614	2,719	3,298	5,173	6,295	5,864
Fruit, dried,	"	2,555	462	220	399	686	262
Flour,	bbls.	371,734½	519,455½	383,623	514,224	691,844	950,964
Furniture & Luggage,	tons,	5,735	4,381	3,359	3,697	3,390	3,082
Grass Seed,	"	475	383	338	1,014	1,807	1,320
Garden Roots,	bush.	100,433	107,482	111,572	33,835	132,062	65,386
Ham and Bacon,	tons,	984	1,084	1,012	1,584	1,787	11,547
High Wines,	bbls.	4,715	3,338	2,862	7,114	14,093	24,145
Hides,	tons,	910	1,336	1,856	1,487	2,112	1,890
Iron and Nails,	"	5,757	3,374	3,550	3,427	3,778	2,648
Lime,	"	1,246	1,429	1,531	1,577	1,310	1,243
Lumber,	feet,	23,758,294	17,222,049	14,624,896	18,710,707	19,264,801	18,752,785
Laths,	tons,	1,352	1,339	1,103	1,151	1,032	1,043
Leather,	"	1,064	851	928	970	847	897
Millstones,	"	58	68	–	–	–	–
Merchandise, miscellaneous,	"	85,250	56,199	50,660	69,729	72,632	69,725
Oats,	bush.	277,711	284,921	98,218	293,697	271,695	401,938
Other Agricultural Products,	"	1,135	1,040	625	1,623	2,721	1,251
Plaster,	tons,	3,235	2,623	4,247	7,920	8,406	7,729
Pig Iron,	"	1,165	460	290	434	679	759
Pelts and Skins,	"	515	302	345	457	303	226
Pork,	bbls.	12,603	24,112½	24,467½	19,432	32,115	121,124½
Pork in Hog,	tons,	2,522	2,712	2,397	3,821	7,948	6,312
Salt,	bbls,	23,636	24,931	28,768	30,415	24,685	34,837
Stores,	tons,	970	875	492	681	832	552
Shingles,	M.	14,820	13,313	14,911½	12,651¼	8,017¼	8,465½
Wool,	tons,	1,187	1,021	923	1,180	1,247	1,525
Wheat,	bush,	1,099,080	1,084,465	755,961	930,211	1,498,898	2,079,080
Whiskey,	bbls.	8,686	7,455	5,777⅓	5,399⅓	8,708	15,296
Cattle, neat,	No.	45,740	33,590	28,993	33,464	60,857	57,155
Horses,	"	3,775	1,517	1,039	1,171	913	3,627
Hogs,	"	243,065	125,106	130,005	73,808	61,170	126,778
Sheep,	"	19,320	11,057	6,117	11,611	18,491	22,973
Stone, Sand and Brick,	tons,	485	2,010	1,148	2,054⅜	9,954	3,858
Wood,	cords,	708¾	3,599	4,154¾	3,054	1,881	7,492
Total, in tons,		328,939	276,294	235,123	295,276	378,570	463,112

[I.]

STATEMENT

Of Monthly Expenses on account of Operating the Michigan Central Railroad, from June 1, 1861, to May 31, 1862, inclusive.

Months.	Road Repairs.	Building Repairs.	Locomot'e Repairs.	Car Repairs.	Locomot'e Service.	Train Service.	Station Service.	Fuel.	Oil and Waste.	Station'ry.	Telegraph Operating.	State Tax.	Miscella-neous.	Total.
1861.														
June, . .	$25,259 60	$3,113 42	$6,129 19	$5,381 40	$4,286 01	$3,405 73	$15,141 08	$8,764 37	$1,106 02	$1,035 14	$1.907 35	–	$3,879 83	$79,409 14
July, . .	32,931 04	4.119 80	7,927 98	7,602 30	4,067 84	3,437 03	19,918 59	6,939 92	1,365 45	772 75	2,072 49	$39 95	2,295 55	93,490 69
August, .	16,630 72	3.653 94	7,984 33	8,562 69	3,702 68	2,869 18	15,397 86	6,814 83	1,471 14	827 91	1,078 73	32 27	1,998 45	71,024 73
Septem'r,	25,265 74	5,402 33	7,779 49	10,195 61	4,602 41	3.568 06	19,097 11	9,065 78	1,949 44	1,083 36	732 37	–	1,098 99	89,840 69
October, .	15,696 98	4,938 42	12,329 07	13,177 54	5,060 90	4,153 10	21,238 79	10,205 41	1,962 49	1,085 58	852 23	95 94	1,609 13	92,405 58
Novem'er,	13,450 51	4,487 96	7,088 11	5,132 51	5,193 27	3,993 52	31,977 38	10,829 90	2,058 53	1,225 98	559 00	–	971 92	86,968 59
December,	21,869 93	6,839 08	15,289 50	15,511 22	4,653 53	3,590 50	31,795 76	9,937 94	1,870 77	1,324 59	1,436 62	–	4,660 02	118,779 46
1862.														
January, .	26,251 24	2,775 89	8,676 04	14,985 01	5,682 56	3,614 37	20,068 24	11,982 36	1,646 66	1,661 30	727 12	79,350 03	1,074 70	178,495 52
February,	16,453 46	3,574 37	9,410 69	13,218 23	4,971 87	3,813 87	18,036 50	10,159 80	1,910 20	676 06	911 74	3,319 62	2,133 96	88,590 37
March, .	25,953 37	5,907 92	7,456 00	11,689 05	3,945 72	3,433 47	16,598 89	8,934 70	1,553 42	993 91	761 41	–	1,564 53	88,792 39
April, . .	19,234 00	2,959 11	5,783 08	6,707 67	3,919 04	3,438 51	17,272 06	9,353 01	1,623 80	559 81	809 45	–	3,281 13	74,940 67
May, . .	23,714 32	4,135 72	1,670 46	4,519 00	4,009 95	3,416 42	33,235 07	8,604 14	532 47	662 05	640 94	–	1,274 57	86,415 11
Totals, .	$262,710 91	$51,907 96	$97,523 94	$116,682 23	$54,095 78	$42,733 76	$259,777 33	$111,592 16	$19,050 39	$11,908 44	$12 489 45	$82,837 81	$25,842 78	$1,149,152 94

[K.]

SCHEDULE *and Description of Locomotives.*

NAMES.	Where Built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Ranger,	Detroit Locom. Works,	16—22	5 ft. 6 in.,	4
Rambler,	" " "	"	"	4
Rattler,	" " "	"	"	4
Rover,	" " "	"	"	4
Racer,	" " "	"	"	4
Rusher,	" " "	"	"	4
Bald Eagle,	Manchester,	16—20	"	4
White Eagle,	"	"	"	4
Grey Eagle,	"	"	"	4
Black Eagle,	"	"	"	4
American Eagle,	"	"	"	4
Golden Eagle,	"	"	"	4
White Cloud,	"	"	"	4
Flying Cloud,	"	"	"	4
Rocket,	"	"	"	4
Storm,	"	"	"	4
North Wind,	"	"	"	4
East Wind,	"	"	"	4
South Wind,	"	"	"	4
West Wind,	"	"	"	4
Whirlwind,	"	"	"	4
Trade Wind,	"	"	"	4
Arab,	Detroit Locom. Works,	"	"	4
Mameluke,	" " "	"	"	4
Circassian,	" " "	"	"	4
Corsair,	" " "	"	"	4
Egyptian,	" " "	"	"	4
Persian,	" " "	"	"	4
Grey Hound,	Lowell,	16—22	"	4
Stag Hound,	"	"	"	4
Fox Hound,	"	"	"	4
Wolf Hound,	"	"	"	4
Pioneer,	Hinckley & Drury,	15—18	5 feet.	4
Herald,	" "	"	"	4
Reindeer,	" "	"	"	4
Antelope,	" "	"	"	4
Mayflower,	" "	"	"	4
Comet,	Michigan Central Shop,	14—20	"	4
Gazelle,	" " "	"	"	4
Torrent,	" " "	"	"	4
Hurricane,	" " "	15—18	"	4
Cataract,	" " "	"	"	4
Jupiter,	Manchester,	16—20	4 feet.	6
Saturn,	"	"	"	6
Neptune,	"	"	"	6
Pluto,	"	"	"	6
Black Bear,	Detroit Locom. Works,	"	"	6

SCHEDULE *of Locomotives*—Continued.

NAMES.	Where Built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Rocky Mountain,	Hinckley & Drury,	16—20	4 feet.	6
Salamander,	" "	"	"	6
Ætna,	" "	"	"	6
Samson,	Michigan Central Shop,	"	"	6
Giant,	" " "	"	"	6
Tiger,	" " "	"	"	6
Ajax,	Manchester,	15—24	4 ft. 6 in.,	4
Atlas,	"	"	"	4
Ceres,	"	"	"	4
Stranger,	"	"	5 feet.	4
Foreigner,	Rogers,	15—22	"	4
Saxon,	"	16—22	4 ft. 10 in.,	4
America,	"	"	"	4
Dolphin,	Schenectady,	15—22	4 ft. 6 in.,	4
Grampus,	"	16—22	4 ft. 10 in.,	4
Porpoise,	"	"	"	4
Mars,	Detroit Locom. Works,	"	"	4
White Bear,	" " "	"	"	4
Niagara,	" " "	"	"	4
Peninsula,	" " "	"	"	4
Washington,	" " "	"	"	4
Twilight,	" " "	"	"	4
Atlantic,	" " "	"	"	4
Pacific,	" " "	"	"	4
Arctic,	" " "	"	"	4
Baltic,	" " "	"	"	4
Challenge,	Michigan Central Shop,	16—20	5 ft. 6 in.,	4
Defiance,	" " "	"	"	4
Goliah,	" " "	16—22	4 ft. 10 in.,	4
Vesuvius,	" " "	"	"	4
Hecla,	" " "	"	"	4
Grizzly Bear,	" " "	"	"	4
Brown Bear,	" " "	"	"	4
Lion,	" " "	"	"	4
North Sea,	Manchester,	"	"	4
South Sea,	"	"	"	4
Red Sea,	"	"	"	4
Caspian Sea,	"	"	"	4
Black Sea,	"	"	"	4
White Sea,	"	"	"	4
Globe,	Globe Works,	16—20	4 ft. 6 in.,	4
Hinckley,	Boston Locom. Works,	14—22	"	4
Vulcan,	Hinckley & Drury,	15—20	"	4
Hercules,	Michigan Central Shop,	"	"	4
Battle Creek,	" " "	"	"	4
5 Training Engines,	Boston Locom. Works,	12—20	4 feet.	4
1 Training Engine,	Michigan Central Shop,	12—17	"	4

Total number of Locomotives, ... 98